

Serial No.: 10/605,596  
 Confirmation No.: 2595  
 Applicant: FAGERGREN, Mats *et al.*  
 Atty. Ref.: 00173.0042.PCUS00

# AMENDMENTS TO THE CLAIMS:

Please amend the claims as follows:

1. (Currently Amended) Method for the reconditioning of a friction pair (3) comprising a lining and a rotor in a service brake (2) of the drum or disc brake type forming part of a brake system of a vehicle, which in addition to the ~~said~~ service brake (2) comprises one or more auxiliary brakes (10) and a control system (11) for distribution of the requested brake power between the ~~said~~ service brake and auxiliary brake or auxiliary brakes, the method comprising the following stages:

- determination (30, 41) of a parameter value (I) for a reconditionable surface characteristic, ~~such as the coefficient of friction, dirt or rust covering of the friction pair, for example~~

- reconditioning (33, 43, 44) ~~of~~ the friction pair through the supply of a defined braking energy (E), as a function of ~~the~~ said parameter value (I) determined for ~~the~~ said friction pair (3) and wherein said parameter value is estimated from the set of parameters through the formation of a function  $I_{n+1} = I_n + \sum \alpha_A C_A$ , where  $I_{n+1}$  is the current value of the parameter value and  $\alpha_A$  is a weighted function for a parameter  $c_A$ .

2. (Currently Amended) Method for the reconditioning of a friction pair according to claim 1, wherein the method comprises the following stages:

- determination (32) of the temperature of the friction pair
- reconditioning (35) of the friction pair through the supply of a defined braking energy, as a function of ~~the~~ said parameter value (I) determined for ~~the~~ said friction pair (3) at a temperature of the friction pair which exceeds a defined regeneration temperature.

3. (Original) Method for the reconditioning of a friction pair according to claim 1, wherein said parameter value is a function of the coefficient of friction of the friction pair.

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4. (Currently Amended) Method for the reconditioning of a friction pair according to claim 3, wherein said coefficient of friction is determined by a retardation test, in which linings forming part of ~~the~~ said service brake are applied with defined force against the rotor, following which the retardation of the vehicle is measured and the coefficient of friction is calculated from data on ~~the~~ said force and retardation.
5. (Currently Amended) Method for the reconditioning of a friction pair according to claim 3, wherein said coefficient of friction is determined by an acceleration test, in which linings forming part of ~~the~~ said service brake are applied with defined force against the rotor, and an engine forming part of the vehicle is made to deliver an additional torque, following which the acceleration of the vehicle is measured and the coefficient of friction is calculated from data on ~~the~~ said force, acceleration and additional torque.
6. (Original) Method for the reconditioning of a friction pair according to claim 5, wherein said additional torque is suited to maintaining the speed of the vehicle.
7. (Original) Method for the reconditioning of a friction pair according to claim 1, wherein said parameter value for the reconditionable surface characteristic is a function of the degree of rusting and/or fouling of the friction pair.
8. (Original) Method for the reconditioning of a friction pair according to claim 1, wherein said parameter value is estimated from a set of the following parameters: time of year, geographical location, climate zone, atmospheric humidity, outdoor temperature, design of road network, fuel consumption, engine running time, total engine revolutions, distance covered, distance covered since last braking, distance covered since last reconditioning, time since last braking, time since last reconditioning, supply of braking energy, retardation history, application force of the brake system, temperature of the friction pair, bearing temperature and temperature of friction material fitted to brake shoes.

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## 9. (Canceled)

10. (Currently Amended) ~~Method for the reconditioning of a friction pair according to Claim 8,~~

Method for the reconditioning of a friction pair (3) comprising a lining and a rotor in a service brake (2) of the drum or disc brake type forming part of a brake system of a vehicle, which in addition to the service brake (2) comprises one or more auxiliary brakes (10) and a control system (11) for distribution of the requested brake power between the service brake and auxiliary brake or auxiliary brakes, the method comprising the following stages:

determination (30, 41) of a parameter value (1) for a reconditionable surface characteristic; and

reconditioning (33, 43, 44) the friction pair through the supply of a defined braking energy (E), as a function of said parameter value (1) determined for said friction pair (3), wherein said parameter value is estimated from a set of the following parameters: time of year, geographical location, climate zone, atmospheric humidity, outdoor temperature, design of road network, fuel consumption, engine running time, total engine revolutions, distance covered, distance covered since last braking, distance covered since last reconditioning, time since last braking, time since last reconditioning, supply of braking energy, retardation history, application force of the brake system, temperature of the friction pair, bearing temperature and temperature of friction material fitted to brake shoes and further wherein said function is divided into a first sub-function  $I_{Gn+1} = I_{Gn} + \sum \alpha_A c_{GA}$ , where  $I_{Gn+1}$  is the current value of the glazing parameters and  $\alpha_A$  represents a set of coefficients for a number of parameters  $c_{GA}$  which influence the glazing of the friction pair, and a second sub-function  $I_{Sn+1} = I_{Sn} + \sum \beta_A c_{SA}$ , where  $I_{Sn+1}$  is the current value of the dirt and/or rusting parameters and  $\beta_A$  represents a set of coefficients for a number of parameters  $c_{SA}$  which influence the dirt and/or rusting of the friction pair.

11. (Currently Amended) Method for the reconditioning of a friction pair according to Claim 9, wherein the reconditioning part of ~~the~~ said function and/or sub-function are described as  $C_{Grek} = E^\gamma (T - T_{cr})^\delta$ , when  $T > T_{cr}$ , where E is represented by the input brake energy at a temperature T and  $T_{cr}$  is represented by a temperature limit at which reconditioning starts to take effect.

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12. (Original) Method for the reconditioning of a friction pair according to any of claim 2, wherein the temperature of the friction pair (3) is determined through information on use of the service brake (2) in which a temperature margin, proportional to the energy supplied in each braking is added to a current temperature value, and a continuous temperature reduction is added in as a function of the current temperature value and the time.

13. (Original) Method for the reconditioning of a friction pair according to any of claim 2, wherein the temperature of the friction pair (3) is determined by a temperature sensor (14), which detects the temperature of the friction pair (3), or an element which is thermally coupled to the friction pair.

14. (Original) Method for the reconditioning of a friction pair according to any of claim 1, wherein said defined braking energy corresponds to an amount of energy that returns the parameter value for the reconditionable surface characteristic of the friction pair to a defined limit.

15. (Currently Amended) Method for the reconditioning of a friction pair according to claim 1, wherein said reconditioning is commenced when the parameter value of ~~the~~ said reconditionable surface characteristic is less than a defined limit.

16. (Currently Amended) Method for the reconditioning of a friction pair according to claim 15, wherein said defined braking energy is a function of the difference between ~~the~~ said limit and ~~the~~ said parameter value for the surface characteristic.

17. (Currently Amended) Method for the reconditioning of a friction pair according to any of claim 1, wherein said supply of a defined braking energy is achieved in that ~~the~~ said control system (11) for the distribution of a requested brake power between ~~the~~ said service brake (2) and auxiliary brake (10) prioritizes brake power supplied via said service brake (2) in relation to

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brake power supplied via said auxiliary brake (10), thereby ensuring sufficient energy for regeneration.

18. (Currently Amended) Method for the reconditioning of a friction pair according to claim 1, in which the vehicle comprises a plurality of wheel axles each carrying service brakes (2), wherein said supply of a defined braking energy is achieved in that the brake power distribution control system (11) distributes the brake energy supplied differently between ~~the~~ said plurality of axles.

19. (Currently Amended) Method for the reconditioning of a friction pair according to claim 1, wherein supply of ~~the~~ said defined braking energy is performed within a temperature interval at a temperature of the friction pair which exceeds a regeneration temperature limit and is less than a temperature limit T at which a solid wear-resistant covering forms on the friction pair.

20. (Currently Amended) Method for the reconditioning of a friction pair according to claim 1, in which the vehicle comprises a plurality of wheel axles each carrying service brakes, wherein the control system for the distribution of a requested brake power between the ~~said~~ service brake and secondary brake presents a choice between

- a first operating mode (50) in which the auxiliary brake is prioritized,
- a second operating mode (51) in which the auxiliary brake is prioritized and the service brake is used on individual wheel axles in the event that the service brake is used despite the prioritization of the auxiliary brake, this being done where the requested brake force exceeds a first limit, and
- a third operating mode (52) in which the service brake is prioritized.

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21. (New) Method for the reconditioning of a friction pair (3) comprising a lining and a rotor in a service brake (2) of the drum or disc brake type forming part of a brake system of a vehicle, which in addition to said service brake (2) comprises one or more auxiliary brakes (10) and a control system (11) for distribution of the requested brake power between said service brake and auxiliary brake or auxiliary brakes, the method comprising the following stages:

determination (30, 41) of a parameter value (I) for a reconditionable surface characteristic; and

reconditioning (33, 43, 44) the friction pair through the supply of a defined braking energy (E) as a function of said parameter value (I) determined for said friction pair (3), and wherein said supply of a defined braking energy is achieved in that said control system (11) for the distribution of a requested brake power between said service brake (2) and auxiliary brake (10) prioritizes brake power supplied via said service brake (2) in relation to brake power supplied via said auxiliary brake (10), thereby ensuring sufficient energy for regeneration.

22. (New) Method for the reconditioning of a friction pair (3) comprising a lining and a rotor in a service brake (2) of the drum or disc brake type forming part of a brake system of a vehicle, which in addition to said service brake (2) comprises one or more auxiliary brakes (10) and a control system (11) for distribution of the requested brake power between said service brake and auxiliary brake or auxiliary brakes, the method comprising the following stages:

determination (30, 41) of a parameter value (I) for a reconditionable surface characteristic; and

reconditioning (33, 43, 44) the friction pair through the supply of a defined braking energy (E) as a function of said parameter value (I) determined for said friction pair (3) and wherein the vehicle further comprises a plurality of wheel axles each carrying service brakes (2), wherein said supply of a defined braking energy is achieved in that the brake power distribution control system (11) distributes the brake energy supplied differently between said plurality of axles.

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23. (New) Method for the reconditioning of a friction pair (3) comprising a lining and a rotor in a service brake (2) of the drum or disc brake type forming part of a brake system of a vehicle, which in addition to said service brake (2) comprises one or more auxiliary brakes (10) and a control system (11) for distribution of the requested brake power between said service brake and auxiliary brake or auxiliary brakes, the method comprising the following stages:

determination (30, 41) of a parameter value (I) for a reconditionable surface characteristic; and

reconditioning (33, 43, 44) the friction pair through the supply of a defined braking energy (E) as a function of said parameter value (I) determined for said friction pair (3) and wherein the supply of said defined braking energy is performed within a temperature interval at a temperature of the friction pair which exceeds a regeneration temperature limit and is less than a temperature limit T at which a solid wear-resistant covering forms on the friction pair.

24. (New) Method for the reconditioning of a friction pair (3) comprising a lining and a rotor in a service brake (2) of the drum or disc brake type forming part of a brake system of a vehicle, which in addition to said service brake (2) comprises one or more auxiliary brakes (10) and a control system (11) for distribution of the requested brake power between said service brake and auxiliary brake or auxiliary brakes, the method comprising the following stages:

determination (30, 41) of a parameter value (I) for a reconditionable surface characteristic; and

reconditioning (33, 43, 44) the friction pair through the supply of a defined braking energy (E) as a function of said parameter value (I) determined for said friction pair (3), and wherein vehicle comprises a plurality of wheel axles each carrying service brakes, wherein the control system for the distribution of a requested brake power between said service brake and secondary brake presents a choice between (a) a first operating mode (50) in which the auxiliary brake is prioritized, (b) a second operating mode (51) in which the auxiliary brake is prioritized and the service brake is used on individual wheel axles in the event that the service brake is used despite the prioritization of the auxiliary brake, this being done where the requested brake force exceeds a first limit, and (c) a third operating mode (52) in which the service brake is prioritized.